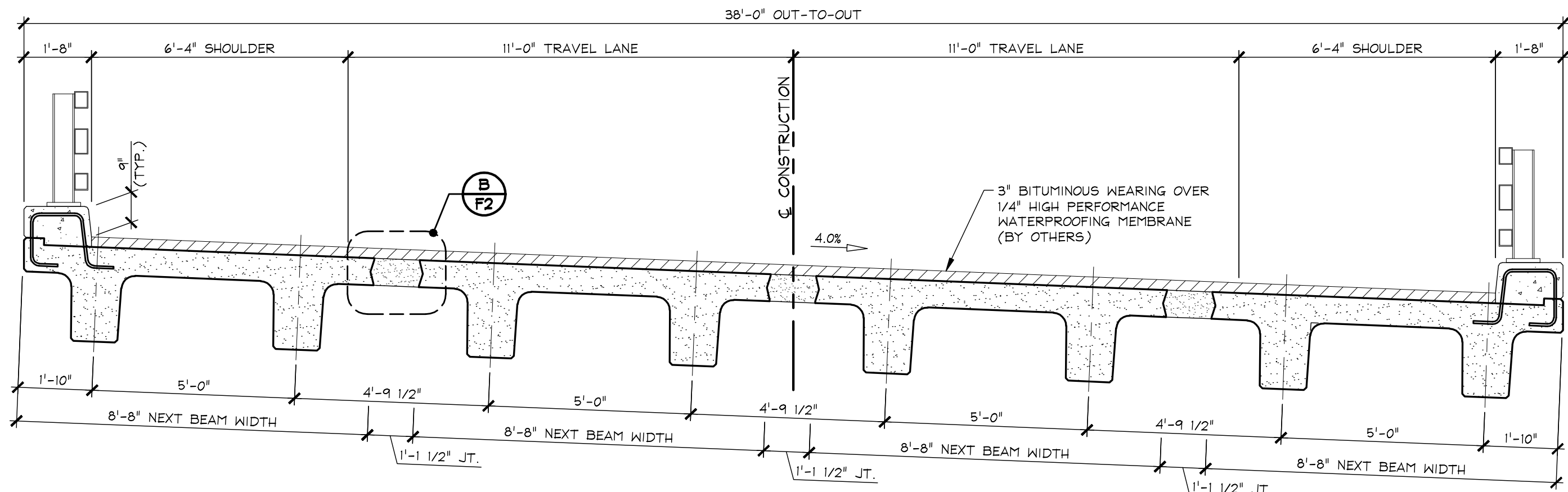


1 PRESTRESSED NEXT BEAM LAYOUT
1/4" = 1'-0"



2 TRANSVERSE SECTION
3/8" = 1'-0"

NEXT 28D BEAM CAMBER AT MIDSPAN (in.)
FROM JPC CAMBER ESTIMATE AND PCI DESIGN HANDBOOK MULTIPLIERS, ESTIMATED CAMBER AND DEFLECTIONS AT MIDSPAN ARE AS FOLLOWS:

| | TRANSFER | MULTIPLIER | ERECTION* | MULTIPLIER | FINAL |
|----------------------------|----------|------------|-----------|------------|---------|
| PRESTRESS | + 0.75" | 1.80 | + 1.35" | 2.45 | + 1.84" |
| BEAM DEAD LOAD | - 0.22" | 1.85 | - 0.41" | 2.70 | - 0.59" |
| SUBTOTAL | + 0.53" | | + 0.94" | | + 1.24" |
| CAMBER ALLOWANCE | ± 3/4" | | ± 3/4" | | ± 3/4" |
| MINIMUM ALLOWABLE CAMBER** | - 0.22" | | + 0.19" | | + 0.49" |
| MAXIMUM ALLOWABLE CAMBER** | + 1.28" | | + 1.69" | | + 1.99" |

* ERECTION TIME STEP IS 30-60 DAYS AFTER RELEASE.

** IF MEASURED CAMBERS EXCEED THESE VALUES THE JPC CAMBER GROWTH RESTRAINING PROGRAM SHALL BE USED. THIS PROGRAM CONSISTS OF PLACING (10) 2-TON OF BLOCKS AT MIDSPAN OF THE BEAM FOR EACH 1/4" THE MEASURED CAMBER EXCEEDS THE MAXIMUM ALLOWABLE CAMBER. A MAXIMUM OF (10) EA. BLOCKS (2-TONS) MAY BE CONSERVATIVELY PLACED WITHOUT EXCEEDING BEAM STRESSES.

NOTE: LIMIT DIFFERENTIAL CAMBER BETWEEN BEAMS OF SIMILAR DESIGN TO 1/2". IF MEASURED CAMBERS EXCEED THIS VALUE THE JPC CAMBER GROWTH RESTRAINING PROGRAM SHALL BE USED.

NOTE: LIMIT DIFFERENTIAL CAMBER BETWEEN BEAMS OF SIMILAR DESIGN TO 1/2". IF MEASURED CAMBERS EXCEED THIS VALUE THE JPC CAMBER GROWTH RESTRAINING PROGRAM SHALL BE USED.

☒ NO EXCEPTIONS TAKEN
☐ REJECTED
☐ MAKE CORRECTIONS NOTED
☐ REVISE & RESUBMIT
☐ SUBMIT SPECIFIED ITEM

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DATE 03/06/20 BY CHA CONSULTING, INC. Paul Lusitani

GENERAL NOTES

- CONCRETE DESIGN STRENGTH:
 $f_c' = 8,000$ PSI
 $f_{ci}' = 6,500$ PSI
- REINFORCING STEEL SHALL BE GR-75, AND SHALL BE STAINLESS STEEL, AS NOTED.
- PRESTRESSING STRANDS SHALL CONFORM TO ASTM A-416 (AASHTO M203), AND SHALL CONSIST OF UNCOATED 0.60" ϕ x 270 KSI 7 WIRE LOW RELAXATION STRANDS.
- PRESTRESSING STRANDS SHALL EACH BE PULLED TO HAVE A NET TENSION OF 44 K AFTER ACCOUNTING FOR CHUCK SLIPPAGE. TENSION SHALL BE VERIFIED BY MEASURING STRAND ELONGATION, (SEE EXAMPLE ELONGATION CALCULATION AND TENSIONING PROCEDURE, THIS SHEET).
- ENDS OF PRESTRESSING STRANDS SHALL BE CUT FLUSH WITH END OF BEAM (UNLESS NOTED OTHERWISE, SEE BEAM DETAILS).
- THE TOPS OF THE BEAMS SHALL RECEIVE A SMOOTH FLOAT FINISH, UNLESS OTHERWISE SPECIFIED WITH A TRANSVERSE RAKE FINISH ROUGHENED TO 1/4" AMPLITUDE.
- BEAMS SHALL BE HANDLED AND ERECTED USING THE LIFTING INSERTS ONLY. RIGGING SHALL BE CONFIGURED SUCH THAT EQUAL AND VERTICAL FORCES ARE APPLIED TO EACH OF THE TWO LIFTING INSERTS AT EACH END OF THE BEAM. BEAMS SHALL BE STORED AND TRANSPORTED WITH TIMBER SUPPORTS WITHIN 2'-0" OF THE BEAM ENDS, UNLESS APPROVED BY J.P. CARRARA & SONS, INC.
- DESIGN MIX: J.P.C. BRIDGE MIX #435M
- QUALITY CONTROL PROCEDURES ARE IN ACCORDANCE WITH PCI REQUIREMENTS AND MAINE D.O.T. J.P. CARRARA & SONS, INC. IS A PCI CERTIFIED PLANT.
- CURING METHOD:
MOISTURE & HEAT RETENTION. AS SOON AS THE TOP OF THE BEAMS ARE FINISHED AN INSULATED TARP WILL BE PLACED OVER THE BEAMS IN A MANNER THAT WILL NOT DISTURB THE SMOOTH FLOAT FINISH. THE INTERNAL CONCRETE AND AMBIENT ENCLOSURE TEMPERATURE SHALL BE RECORDED BY AUTOMATIC SENSOR INSTRUMENTS AND WILL CONTINUE UNTIL RELEASE STRENGTH IS ACHIEVED. THE DATA AND GRAPH FROM THE SENSORS SHALL BE MARKED WITH THE CASTING DATE AND THE LOCATION OF THE RECORDER AND PROVIDED TO THE QA INSPECTOR. IF UNITS ACHIEVE 80% OF THE SPECIFIED DESIGN STRENGTH (8,400 PSI) AND THE INTERNAL CONCRETE TEMPERATURE IS GREATER THAN 100°F FOR A MINIMUM OF 8 HOURS, NO FURTHER CURING IS REQUIRED. IF BOTH OF THESE REQUIREMENTS ARE NOT SATISFIED, THE UNITS SHALL BE MOIST CURED AND PROTECTED FROM TEMPERATURES BELOW 50°F UNTIL THE DESIGN STRENGTH IS ACHIEVED.
- THE FABRICATION ENGINEER WILL BE NOTIFIED IN A TIMELY MANNER PRIOR TO START. 3 WEEKS MINIMUM NOTICE REQUIRED SO THAT ALL PRECAST OPERATIONS MAY BE WITNESSED.
- NO INSERTS SHALL BE FIELD INSTALLED IN BEAMS.
- A RETARDER SHALL BE PLACED ON THE FORMS PRIOR TO CASTING THE BEAMS ONLY IN THE AREAS WHERE THE PRECAST BEAM WILL BE BONDED TO THE CLOSURE POUR CONCRETE. AFTER CURING AND AFTER THE FORMS ARE REMOVED, THE EDGES SHALL RECEIVE A POWER WASH TO REMOVE THE RESIDUE FROM THE RETARDER. THE SURFACE SHOULD THEN EXHIBIT A PITTED SURFACE WITH SOME EXPOSED AGGREGATE PROVIDING AN IMPROVED BONDING SURFACE.
- EXTERIOR FACIA BEAMS SHALL HAVE A CONCRETE RUBBED FINISH PER MAINE DOT SPEC. 502.13D.2.
- THE BEAMS SHALL BE ORIENTED AND ERECTED WITH THE MARK-END AS SHOWN ON PLANS.

EXAMPLE PRESTRESSING STRAND ELONGATION CALC. AND TENSIONING

PER PCI MNL. 116, SECTION 5.2
(NOT TO BE USED FOR CONSTRUCTION)

SIZE & GRADE: 0.60" ϕ x 270 KSI
AREA: 0.217 IN²
TENSION: 44,000 LBS. EACH STRAND
GRIP TO GRIP: 250'-0" = 250.0'
 $E_s = 28,600,000$ PSI (ASSUMED FOR THESE CALCULATIONS; VALUE TO BE OBTAINED FOR STRAND SPOOL ACTUALLY USED)

EXAMPLE: $\Delta = \frac{PL}{AE} = \frac{(44,000 - 3,000) \times 250.0 \times 12}{0.217 \times 28,600,000} = 19.82"$

THEREFORE: TOLERANCES: $\pm 5\%$
 Δ UPPER LIMIT = $1.05 \times 19.82" = 20.81" = 20$ 13/16"
 Δ LOWER LIMIT = $0.95 \times 19.82" = 18.83" = 18$ 13/16"

EXTRA FORCE REQUIRED TO COMPENSATE FOR 1/2" CHUCK SLIPPAGE:
 $\Delta P = \frac{0.5 \times 41,000}{19.82} = 1,034$ LBS.

TOTAL TENSIONING FORCE = 44,000 + 1,034 = 45,034 LBS.

STRAND TENSIONING PROCEDURE:

- PULL EACH STRAND INITIALLY TO 3,000 LBS. AND MARK STRAND.
- THEN PULL EACH STRAND TO A TOTAL TENSION OF 45,034 LBS. AND MEASURE ELONGATION AFTER SEATING. IT MUST BE BETWEEN 18 13/16" AND 20 13/16".
* NOTE: FORCES READ ON STRESSING JACK GAUGES MUST BE MADE TO CORRESPOND TO ABOVE VALUES BASED ON CALIBRATION DATA FOR SPECIFIC JACK USED.
- STRAND TENSIONING SEQUENCE IS GENERALLY REVERSE OF DETENSIONING SEQUENCE IN DRAWINGS.
- STRANDS IN BOTTOM TWO ROWS SHALL BE RE-PULLED TO VERIFY SHORTENING EFFECT OF SELF STRESSING BED. RE-PULL SHALL NOT INCLUDE OVER-PULL FOR SHORTENING.
- MARK ALL STRANDS ON ALL BEAMS FOR SLIPPAGE PRIOR TO DETENSIONING.
- STRANDS SHALL BE DETENSIONED WITH A TORCH PER SEQUENCE IN DETENSIONING SCHEDULE SHOWN ON THE SHOP DRAWINGS.

3-3-20 REVISED AS NOTED

APPROVAL STAMP:

J.P. CARRARA & SONS INC.
Precast & Prestress Manufacturer
2464 CASE STR., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9810

N.F. LUCE, INC.
CONTRACTOR
ANSON, MAINE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

DATE: JAN. 27, 2020

SCALE: NOTED

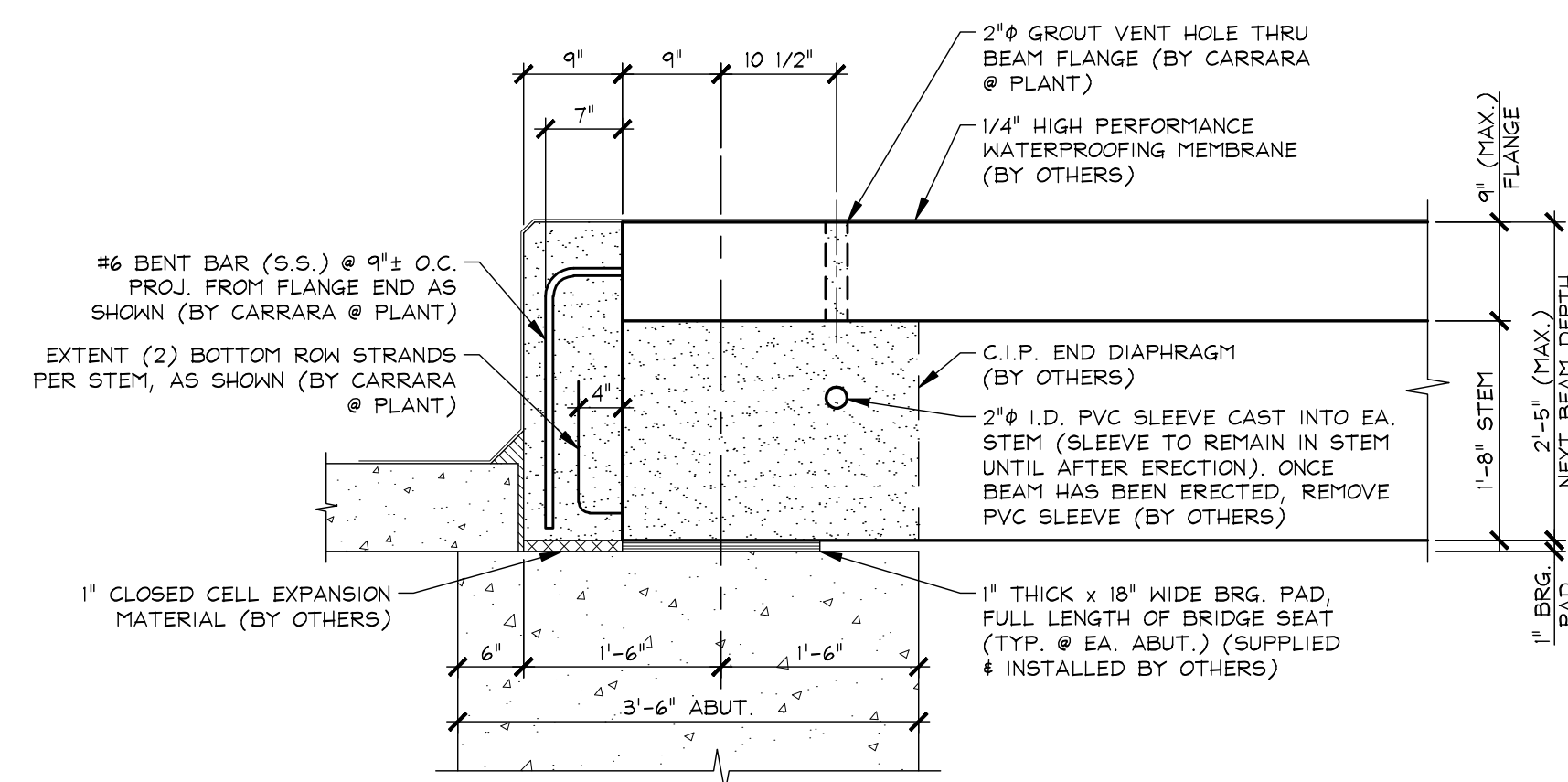
ICE HOUSE BRIDGE OVER GILMAN BROOK
RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY
BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700)

CHKD: A.S. DFTM: B.L.

JOB NO: 23577-020

SUPERSTRUCTURE PLAN
& TRANSVERSE SECTION

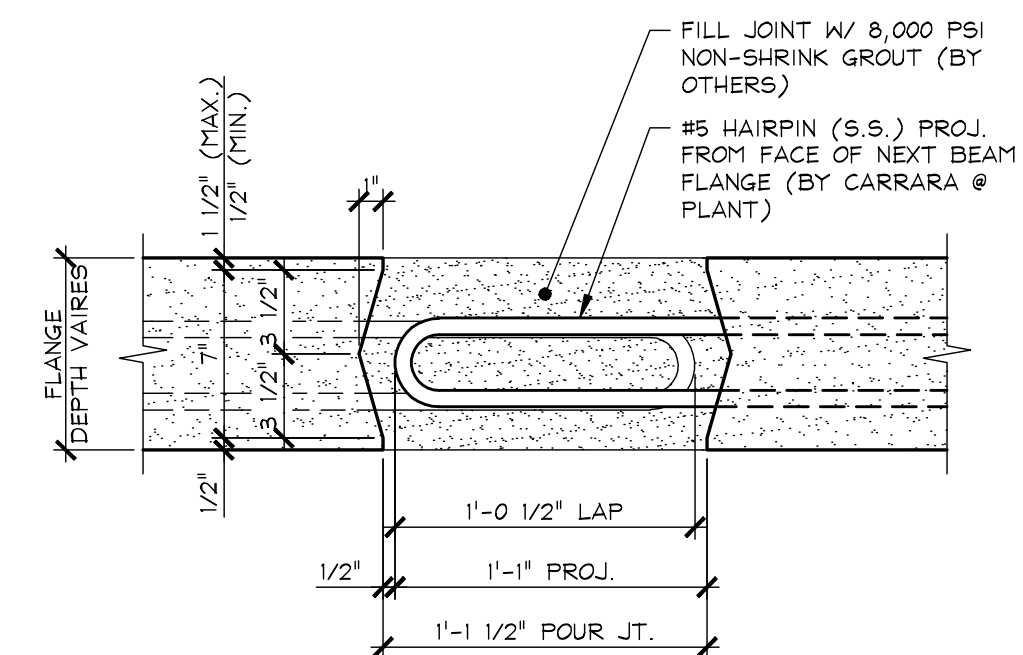
DWG. NO: F1



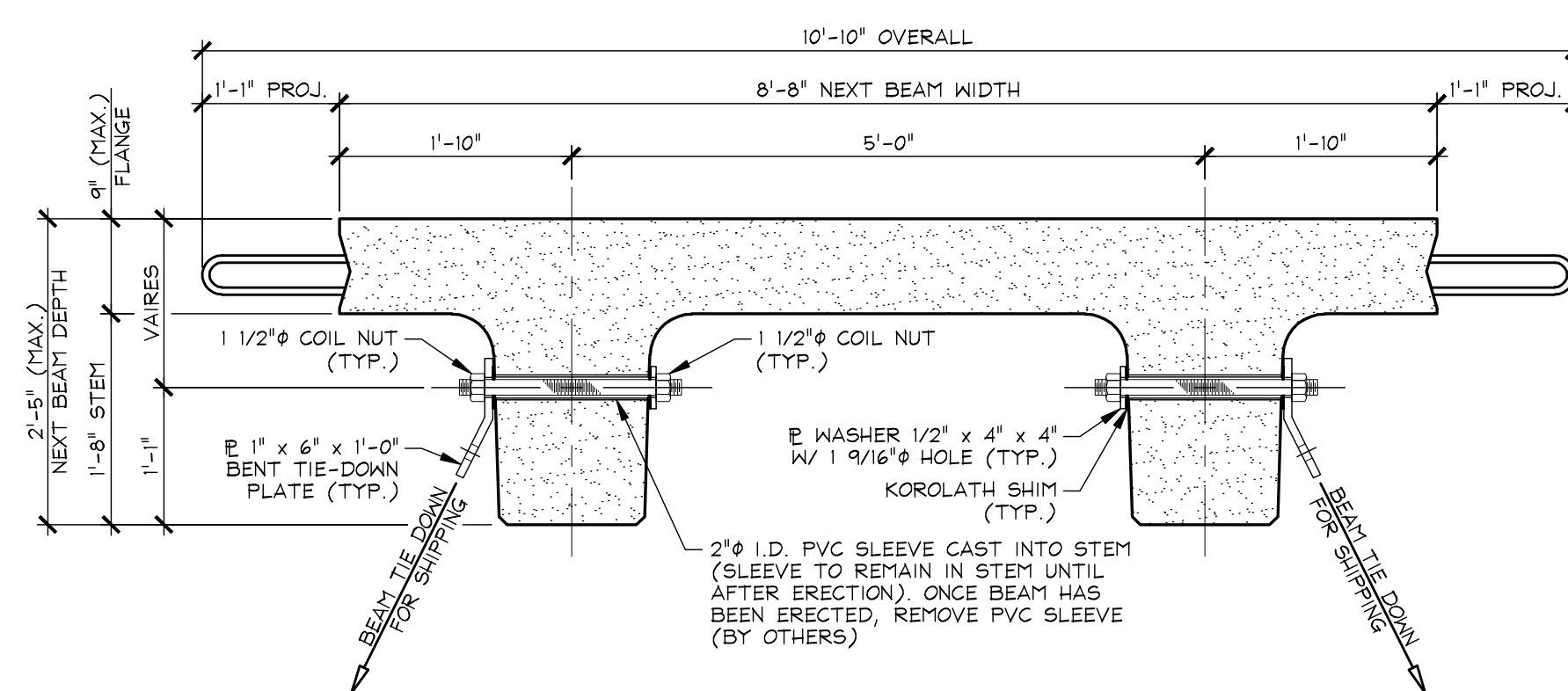
BEARING SECTION

3/4" = 1'-0"

A
F2




 POUR JOINT SECTION
 1 1/2" = 1'-0"



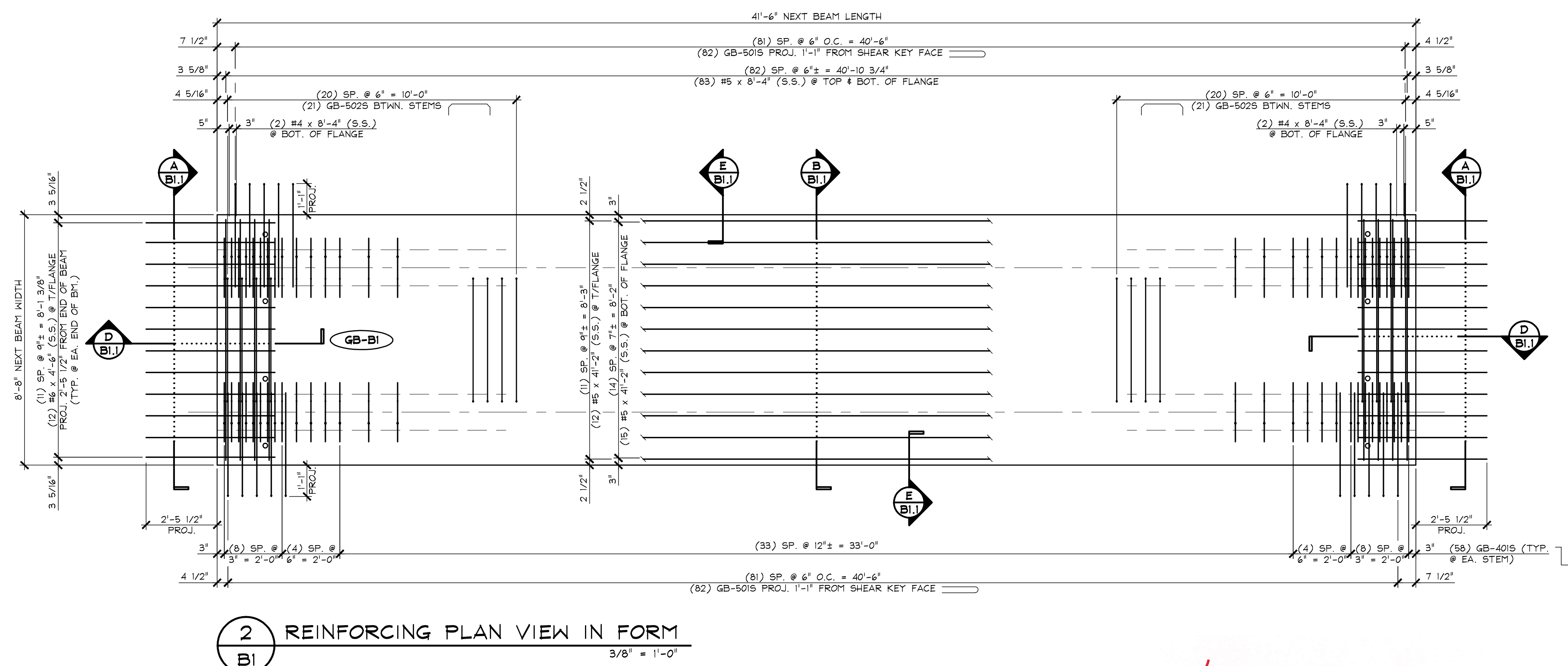
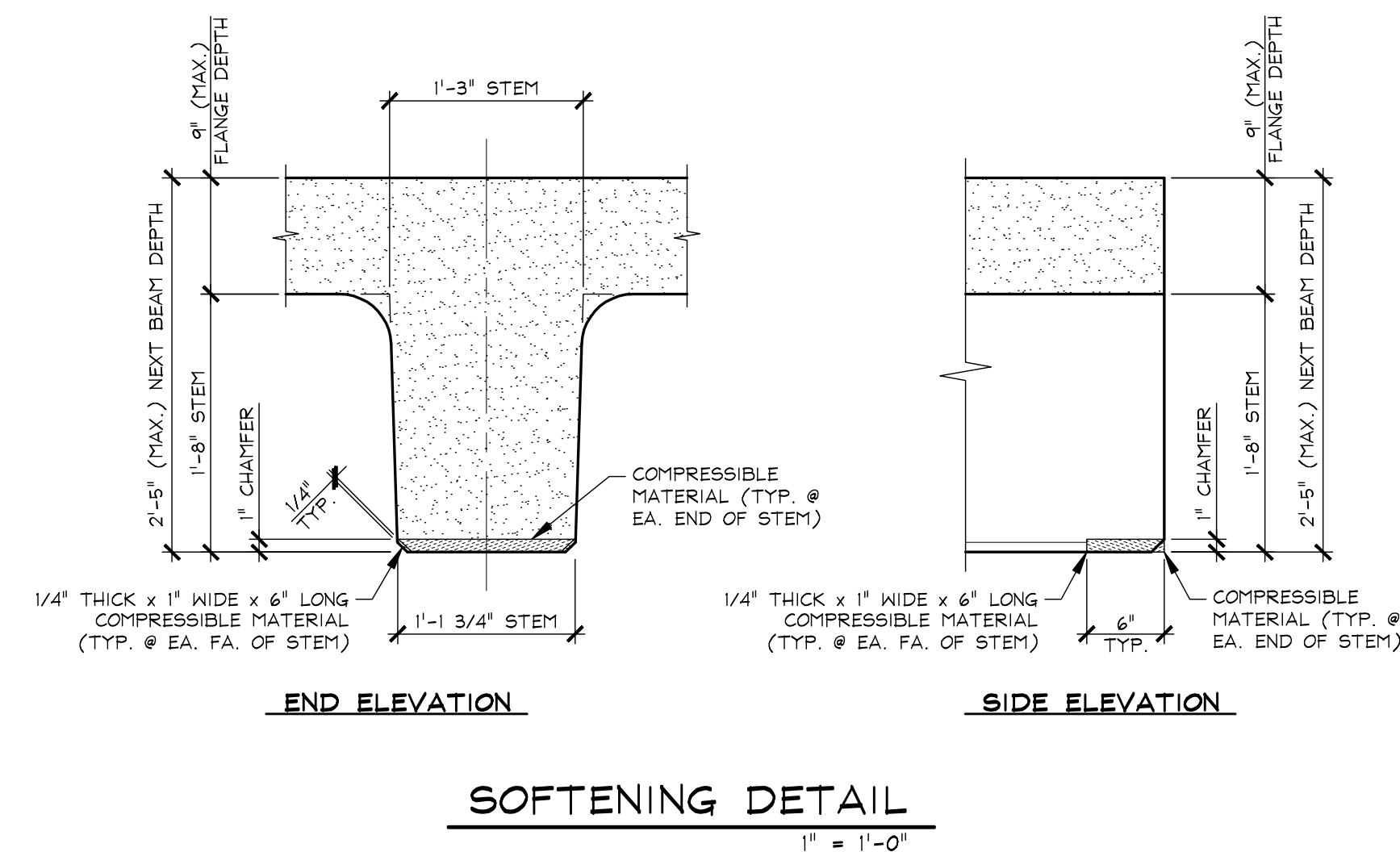
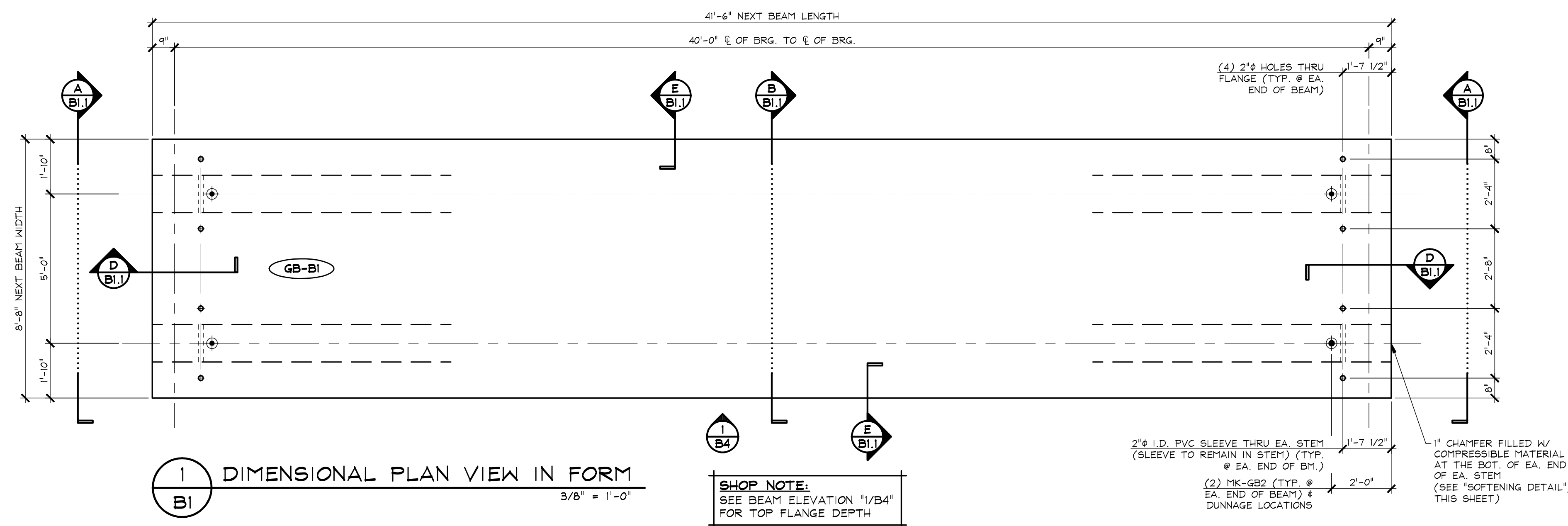
NEXT BEAM 28D HOLD-DOWN DETAIL
FOR SHIPPING 3/4" = 1'-0"

☒ NO EXCEPTIONS TAKEN ☐ MAKE CORRECTIONS NOTED
☐ REJECTED ☐ REVISE & RESUBMIT
 ☐ SUBMIT SPECIFIED ITEM

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DATE 03/06/20 BY CHA CONSULTING, INC.
Paul Lusitani

| | | | | |
|-----------------|--|--|--|------------|
| APPROVAL STAMP: | J.P. CARRARA & SONS INC. Precast & Prestress Manufacturer 2464 CASE STR., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9010 | | N.F. LUCE, INC. CONTRACTOR ANSON, MAINE | |
| | STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | DATE: JAN. 27, 2020 | |
| | | | SCALE: | NOTED |
| | ICE HOUSE BRIDGE OVER GILMAN BROOK RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700) | | CHKD: A.S. | DFTM: B.L. |
| | | | JOB NO: | 23577-020 |
| | SECTIONS & SHIPPING DETAILS | | DWG. NO: | F2 |



| MARK: | GB-BI | QTY.: | 2 | WT.: | 30.51 T | VOL.: | 15.07 cy |
|---------------------------|---------|--|---|------|---------|-------|----------|
| MATERIAL LIST / NEXT BEAM | | | | | | | |
| ITEM | MARK | DESCRIPTION | | | | | QTY. |
| 1 | GB-401S | #4 BENT BAR (STAINLESS STEEL) | | | | | 116 |
| 2 | GB-402S | #4 BENT BAR (STAINLESS STEEL) | | | | | 16 |
| 3 | | #4 x 8'-4" (STAINLESS STEEL) | | | | | 4 |
| 4 | | | | | | | |
| 5 | GB-501S | #5 HAIRPIN (STAINLESS STEEL) | | | | | 164 |
| 6 | GB-502S | #5 BENT BAR (STAINLESS STEEL) | | | | | 42 |
| 7 | | #5 x 41'-2" (STAINLESS STEEL) W/ 2'-6" STAGGERED LAP | | | | | 27 |
| 8 | | #5 x 8'-4" (STAINLESS STEEL) | | | | | 166 |
| 9 | | | | | | | |
| 10 | | #6 x 4'-6" (STAINLESS STEEL) | | | | | 24 |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | 2"Ø I.D. x 1'-2 1/2" PVC SLEEVE | | | | | 4 |
| 14 | MK-GB2 | DAYTON 20 TON x 19 3/4" SWIFT LIFT LIFTER (S.S.) | | | | | 4 |
| 15 | | | | | | | |

☒ NO EXCEPTIONS TAKEN ☐ MAKE CORRECTIONS NOTED
☐ REJECTED ☐ REVISE & RESUBMIT
☐ SUBMIT SPECIFIED ITEM

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DATE 03/06/20 BY CHA CONSULTING, INC.
Paul Lusitani

APPROVAL STAMP:

J. P. CARRARA & SONS INC.

Precast & Prestress Manufacturer
2464 CASE STR., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9010

N.F. LUCE, INC.
CONTRACTOR
ANSON, MAINE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

DATE: JAN. 27, 2020

SCALE: NOTED

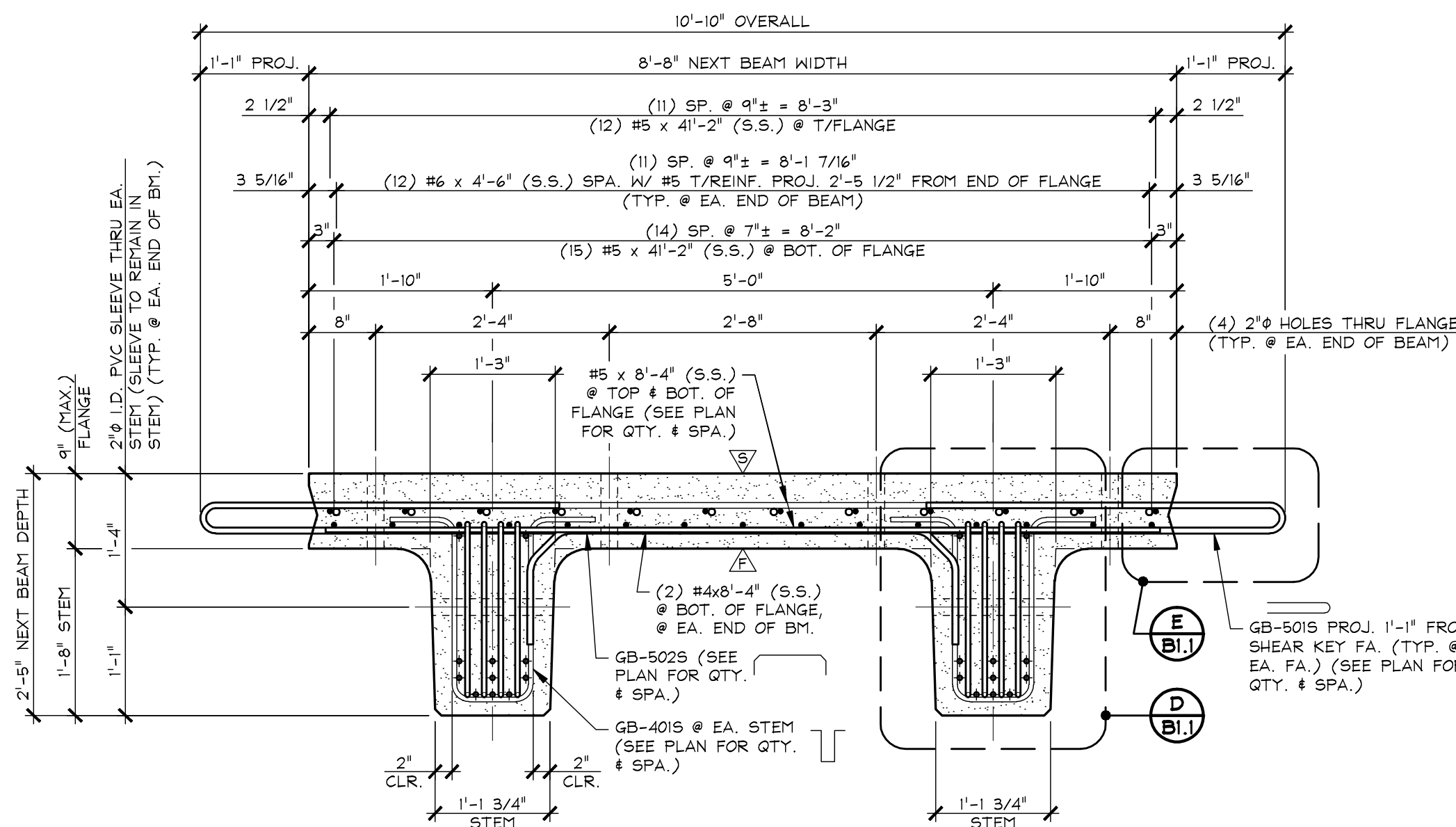
ICE HOUSE BRIDGE OVER GILMAN BROOK
RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY
BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700)

| | |
|-----------|-----------|
| CHKD: A S | DETM: B I |
|-----------|-----------|

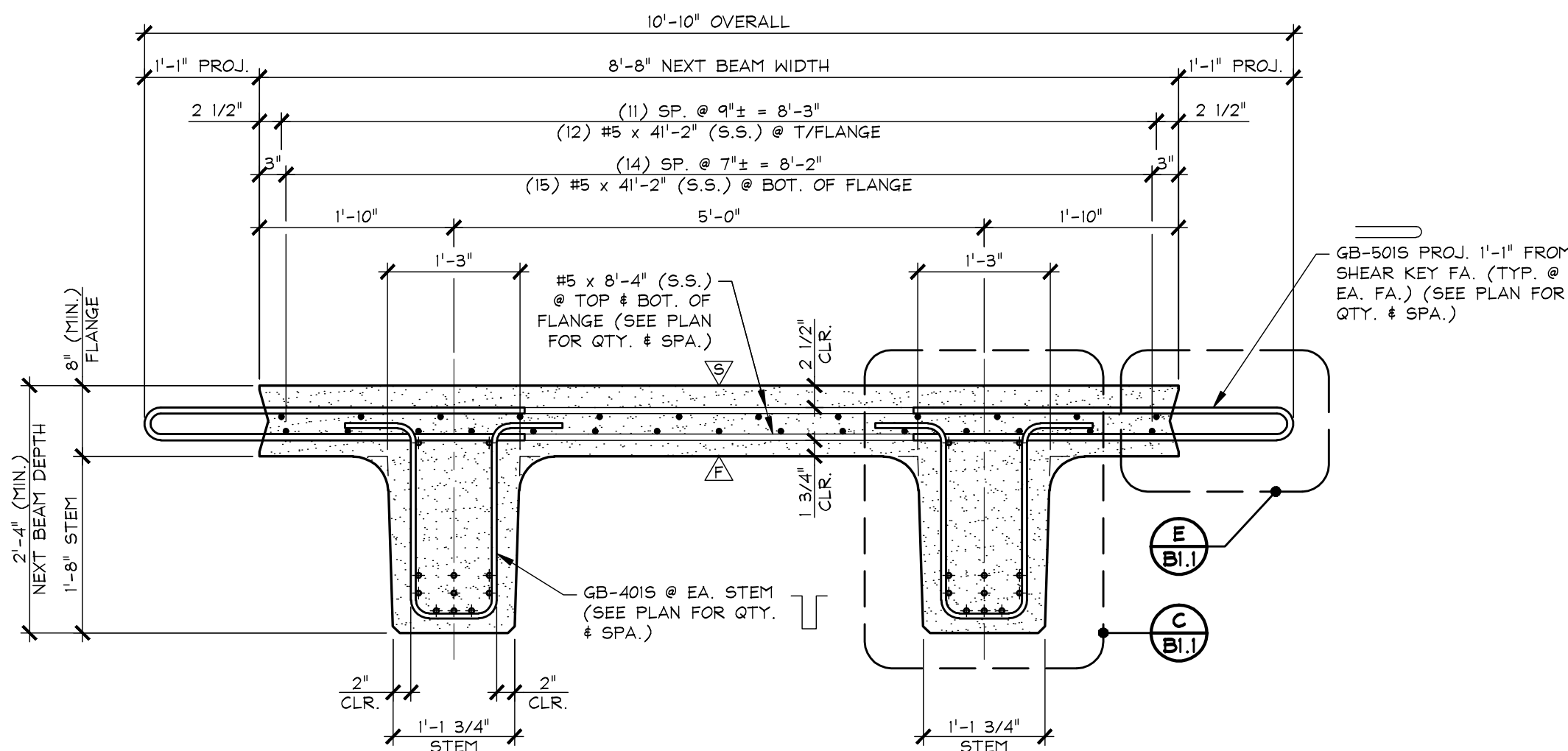
JOB NO: 23577-020

PRESTRESSED NEXT BEAM PLANS

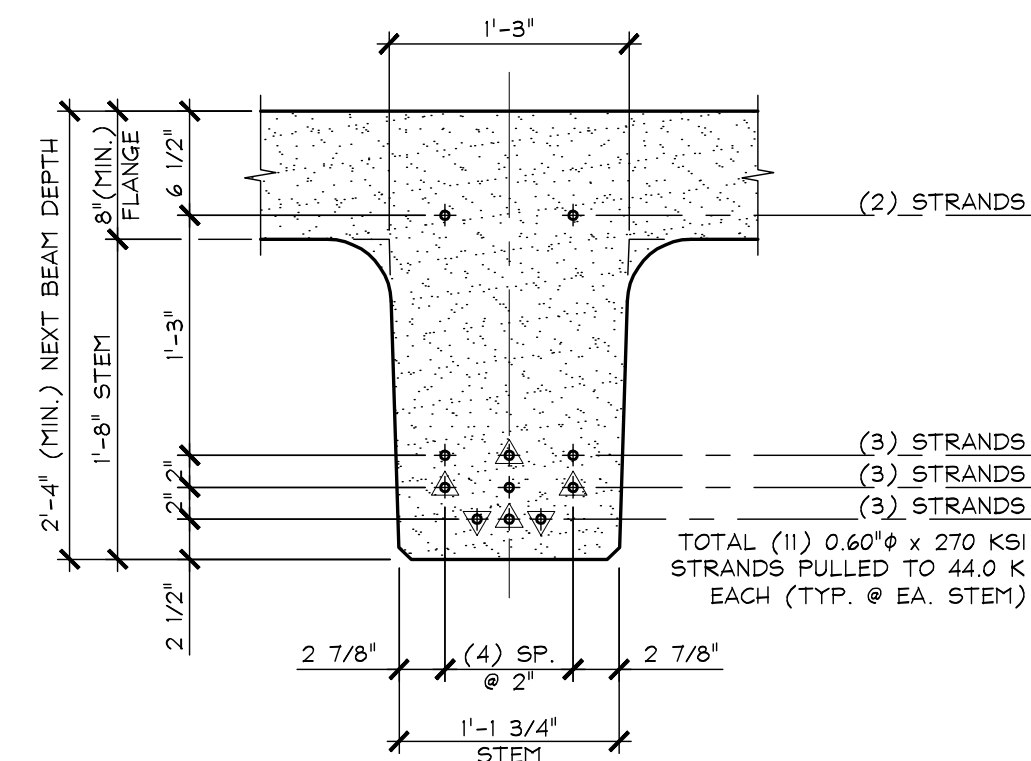
DWG. NO: B1



A DIMENSIONAL & REINFORCING SECTION
BI.1 AT BEAM END 3/4" = 1'-0"



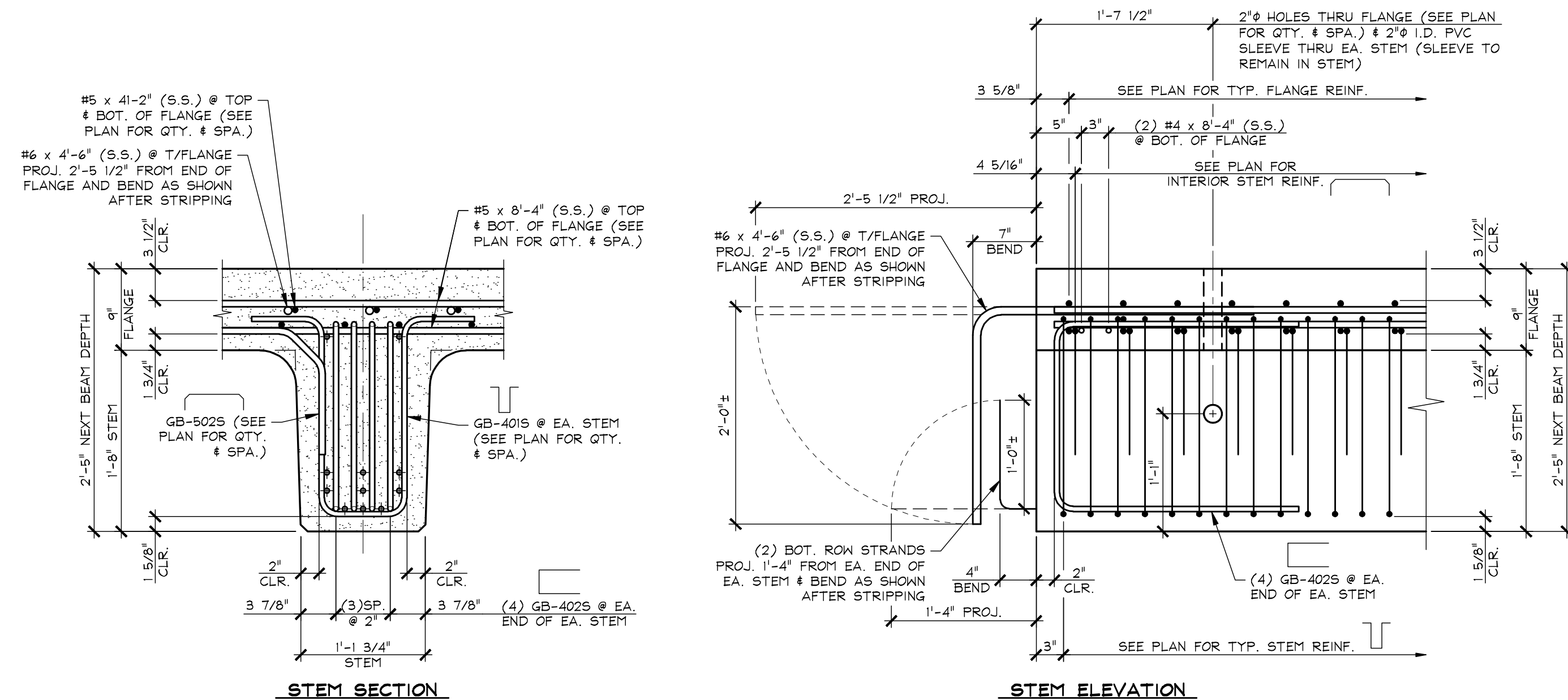
B DIMENSIONAL & REINFORCING SECTION
BI.1 AT MID-SPAN 3/4" = 1'-0"



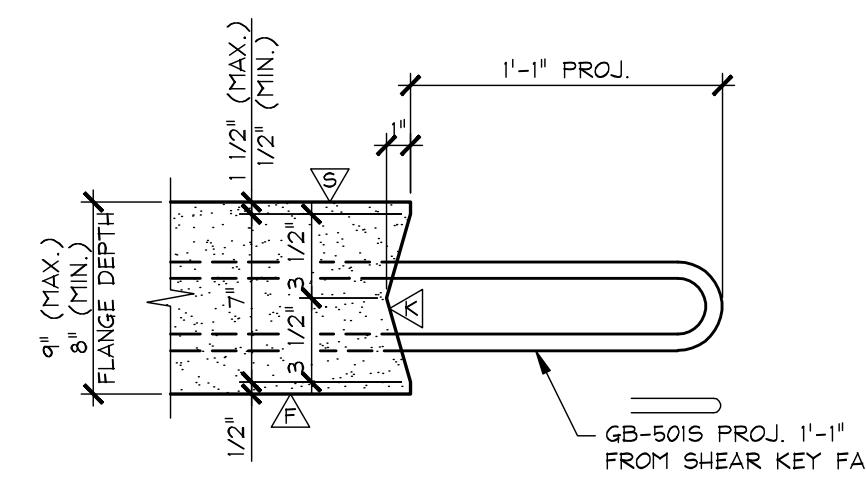
C STEM STRAND PATTERN
BI.1 1" = 1'-0"

PRESTRESSING NOTATIONS

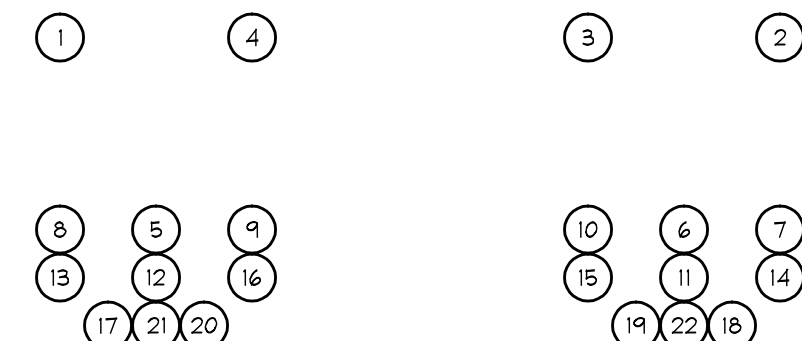
- ♦ DENOTES STRAIGHT STRANDS TO BE CUT FLUSH WITH EA. END OF EA. STEM
- ⬢ DENOTES STRAIGHT STRANDS TO BE DEBONDED 6" FROM EA. END OF EA. STEM
- ⬤ DENOTES STRAIGHT STRANDS (FULLY BONDED) PROJ. 1'-4" FROM EA. END OF EA. STEM



D BEAM SECTION AT BEAM END
BI.1 1" = 1'-0"



E SHEAR KEY DETAIL
BI.1 1 1/2" = 1'-0"



DETENSING SCHEDULE
N.T.S.

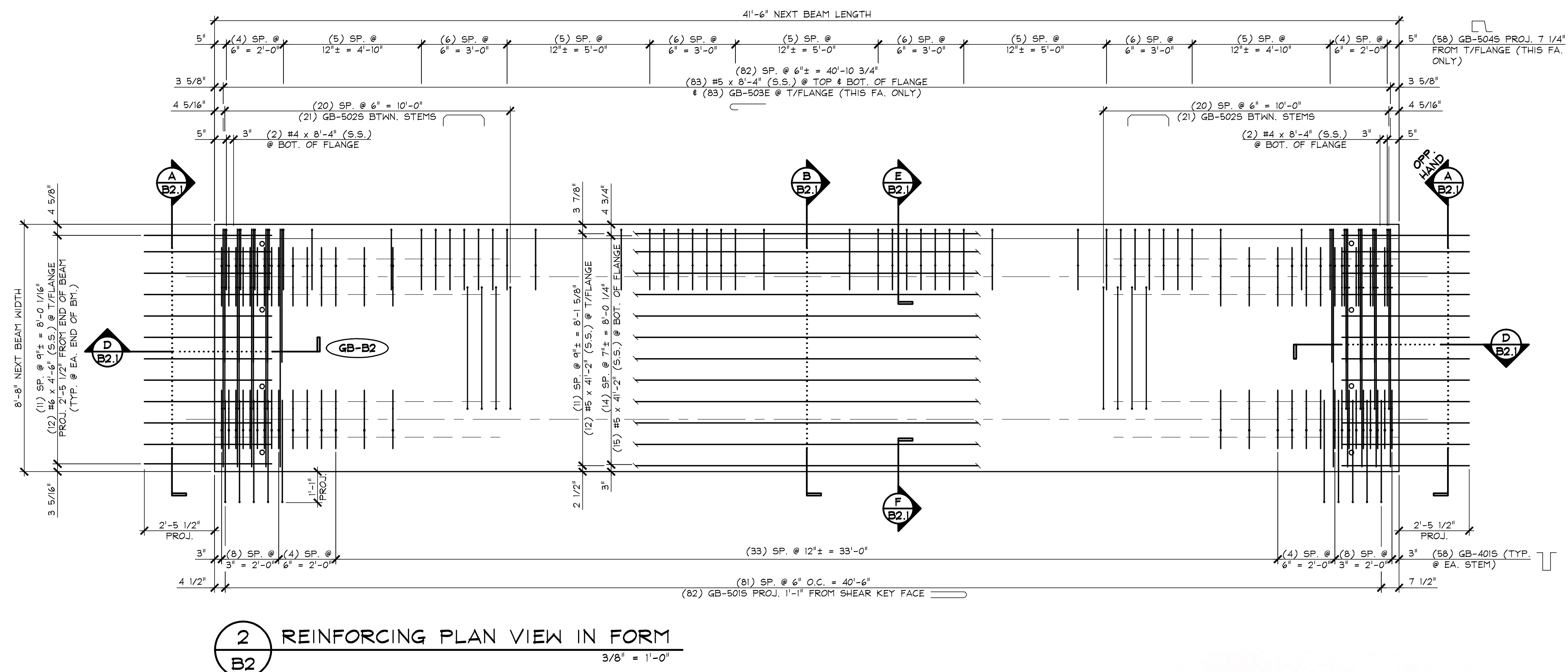
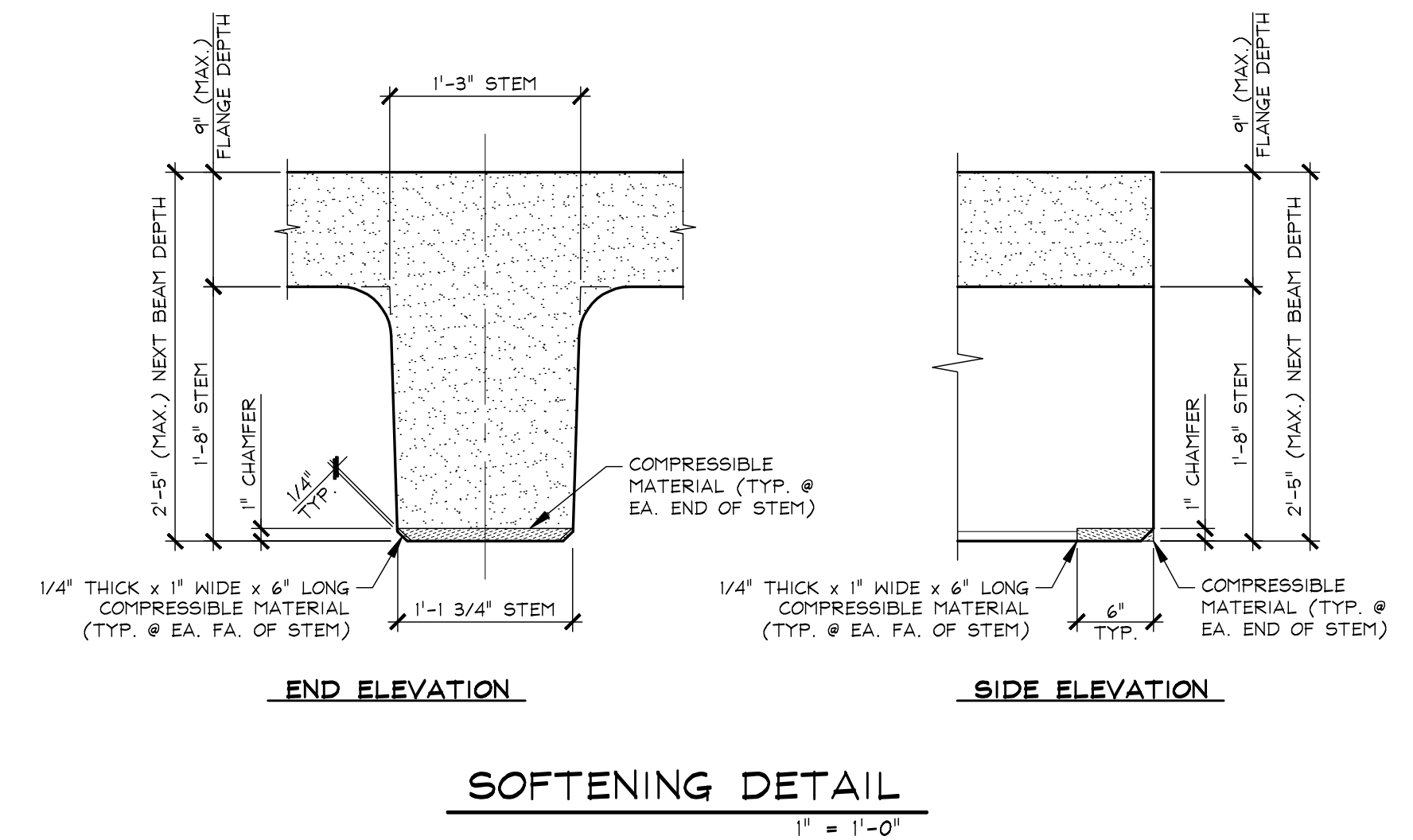
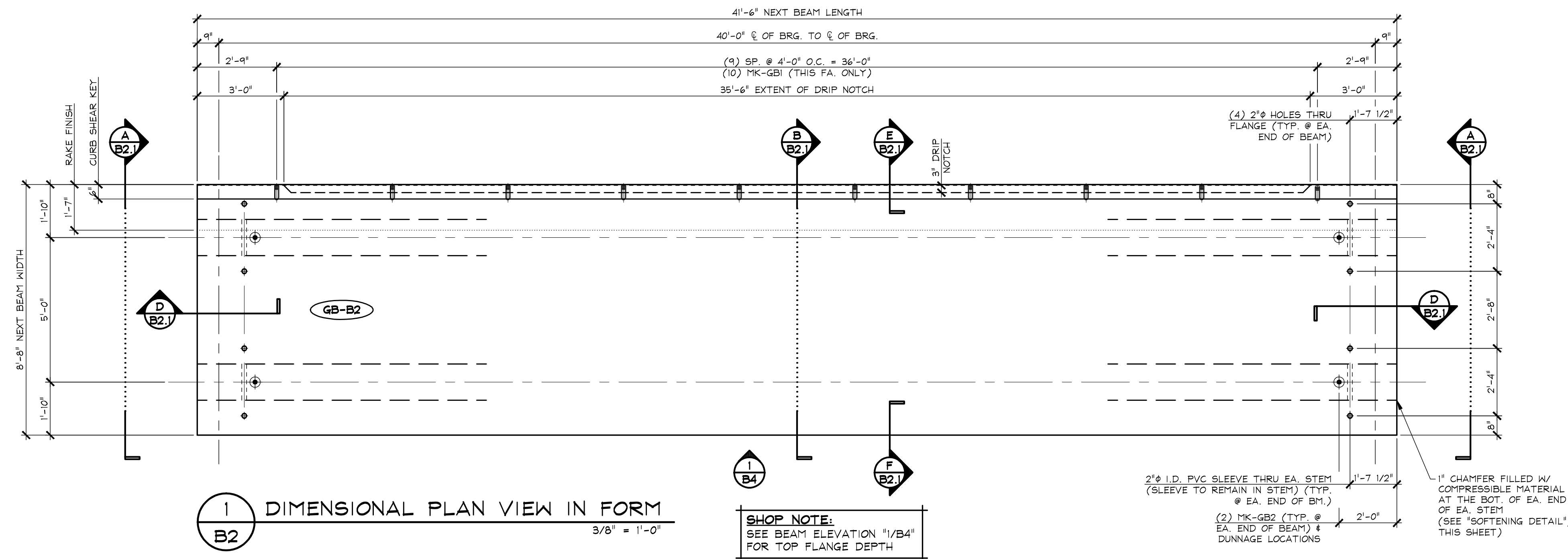
☒ NO EXCEPTIONS TAKEN ☐ MAKE CORRECTIONS NOTED
☐ REJECTED ☐ REVISE & RESUBMIT
☐ SUBMIT SPECIFIED ITEM

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DATE 03/06/20 BY CHA CONSULTING, INC.
Paul Lusitani

| | | |
|---|--|---|
| APPROVAL STAMP: | J.P. CARRARA & SONS INC. Precast & Prestress Manufacturer 2464 CASE ST., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9010 | N.F. LUCE, INC. CONTRACTOR ANSON, MAINE |
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | DATE: JAN. 27, 2020 | |
| ICE HOUSE BRIDGE OVER GILMAN BROOK RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700) | SCALE: NOTED | |
| PRESTRESSED NEXT BEAM SECTIONS | CHKD: A.S. DFTM: B.L. | |
| | JOB NO: 23577-020 | |
| | DWG. NO: BI.1 | |

△ DENOTES FORM FINISH
△ DENOTES ROUGHENED FINISH (SEE PREFABRICATED BRIDGE UNIT GENERAL NOTE #13, SHEET "FI")
▽ DENOTES SMOOTH FLOAT FINISH
▽ DENOTES TRANSVERSE RAKE FINISH ROUGHENED TO 1/4" AMP.



| MARK: | GB-B2 | QTY.: 1 | WT.: 30.79 T | VOL.: 15.21 cy |
|---------------------------|---------|--|--------------|----------------|
| MATERIAL LIST / NEXT BEAM | | | | |
| ITEM | MARK | DESCRIPTION | | QTY. |
| 1 | GB-4015 | #4 BENT BAR (STAINLESS STEEL) | | 116 |
| 2 | GB-4025 | #4 BENT BAR (STAINLESS STEEL) | | 4 |
| 3 | | #4 x 8'-4" (STAINLESS STEEL) | | 16 |
| 4 | | | | |
| 5 | GB-5015 | #5 HAIRPIN (STAINLESS STEEL) | | 82 |
| 6 | GB-5025 | #5 BENT BAR (STAINLESS STEEL) | | 42 |
| 7 | GB-5035 | #5 BENT BAR (STAINLESS STEEL) | | 83 |
| 8 | GB-5045 | #5 BENT BAR (STAINLESS STEEL) | | 58 |
| 9 | | #5 x 4'-2" (STAINLESS STEEL) W/ 2'-6" STAGGERED LAP | | 27 |
| 10 | | #5 x 8'-4" (STAINLESS STEEL) | | 166 |
| 11 | | | | |
| 12 | | #6 x 4'-6" (STAINLESS STEEL) | | 24 |
| 13 | | | | |
| 14 | MK-GB1 | DAYTON B-16 1/2"ø x 6' LONG STRAIGHT COIL LOOP INSERT (S.S.) | | 10 |
| 15 | MK-GB2 | DAYTON 20 TON x 19 3/4" SWIFT LIFT LIFTER (S.S.) | | 4 |
| 16 | | 2"ø I.D. x 1'-2 1/2" PVC SLEEVE | | 4 |
| 17 | | | | |
| 18 | | | | |
| 19 | | | | |
| 20 | | | | |

☒ NO EXCEPTIONS TAKEN ☐ MAKE CORRECTIONS NOTED
☐ REJECTED ☐ REVISE & RESUBMIT
☐ SUBMIT SPECIFIED ITEM

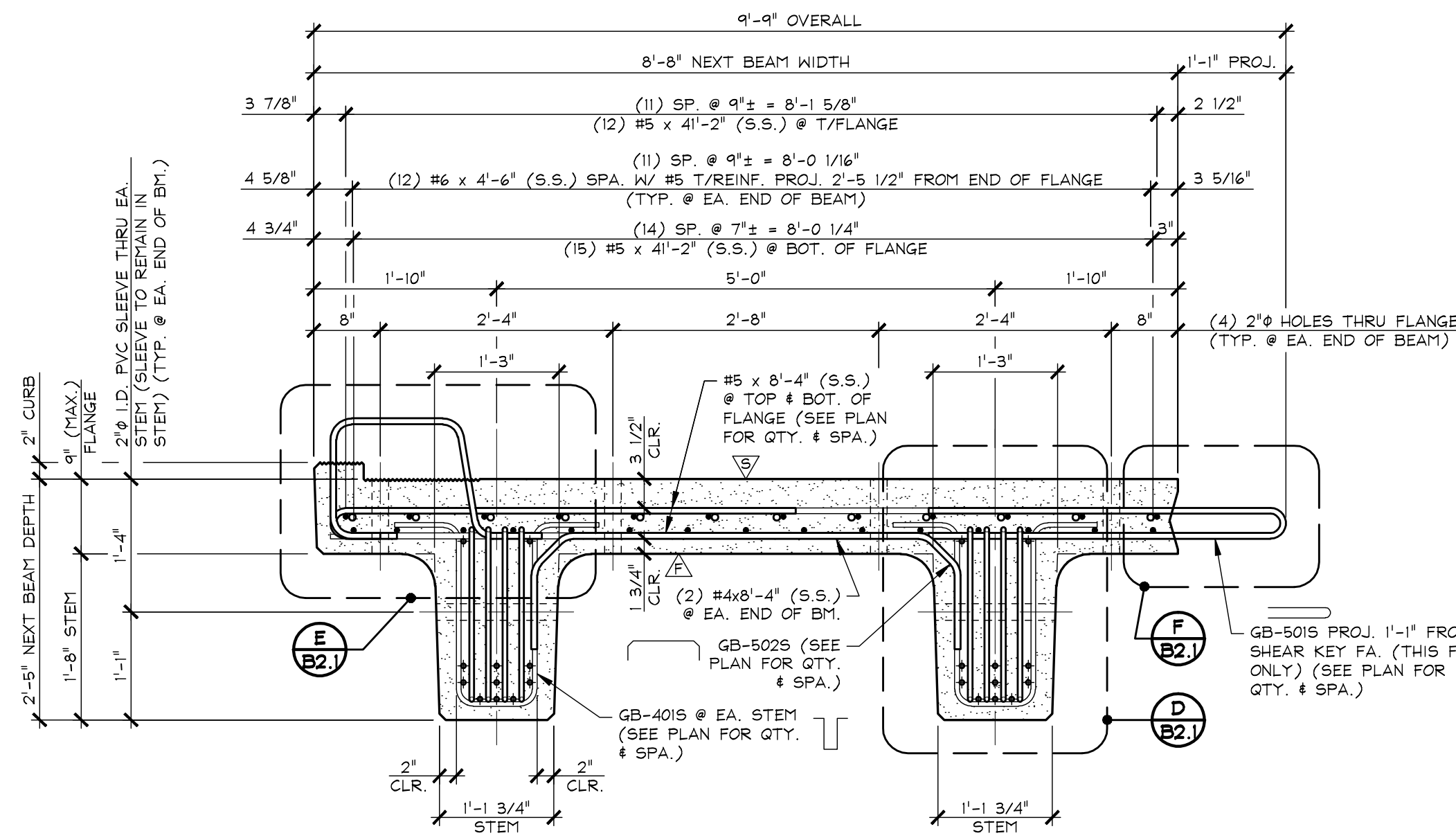
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APPROVAL STAMP:

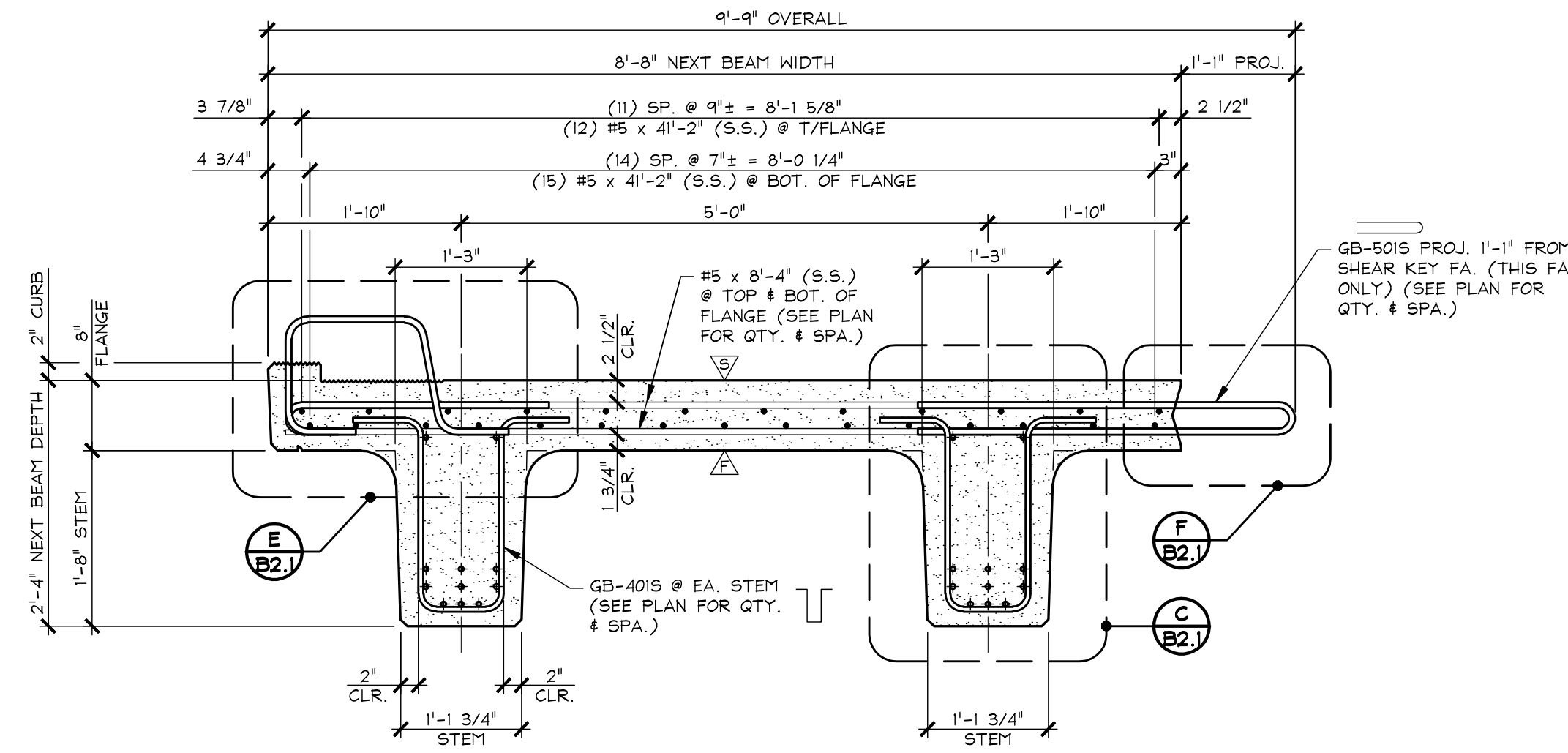
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ANSON, MAINE

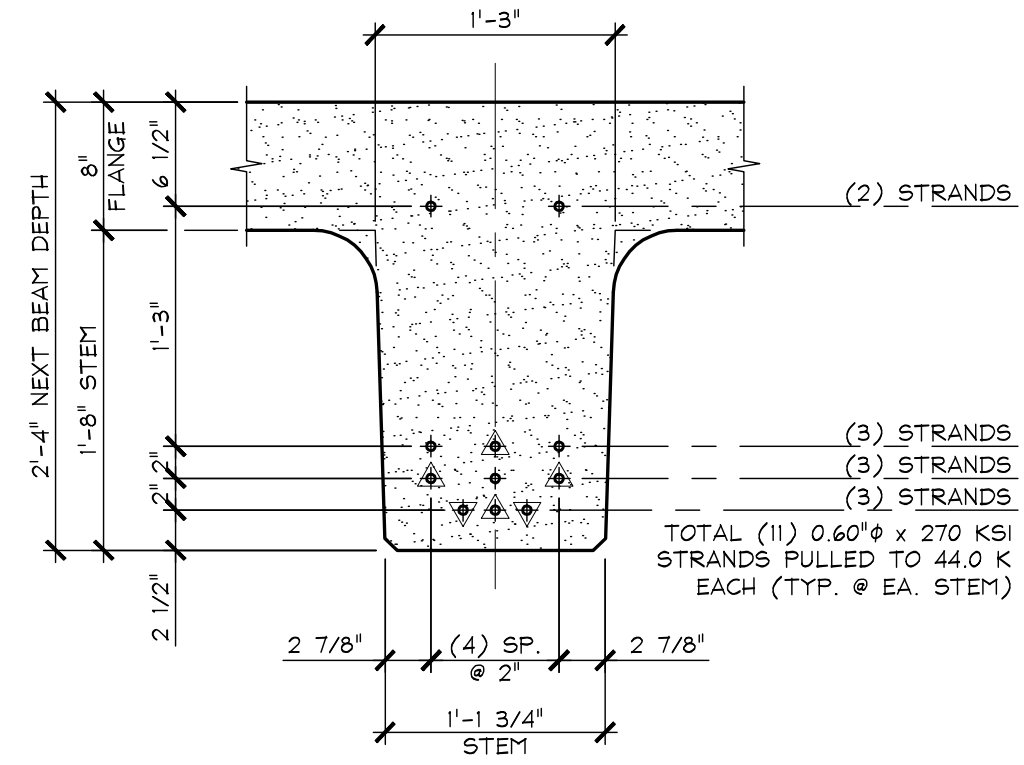
| | | |
|---|---------------------|------------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | DATE: JAN. 27, 2020 | |
| | SCALE: NOTED | |
| ICE HOUSE BRIDGE OVER GILMAN BROOK RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700) | CHKD: A.S. | DFTM: B.L. |
| | JOB NO: 23577-020 | |
| PRESTRESSED NEXT BEAM PLANS | DWG. NO: B2 | |



A DIMENSIONAL & REINFORCING SECTION
B2.1 AT BEAM END
3/4" = 1'-0"



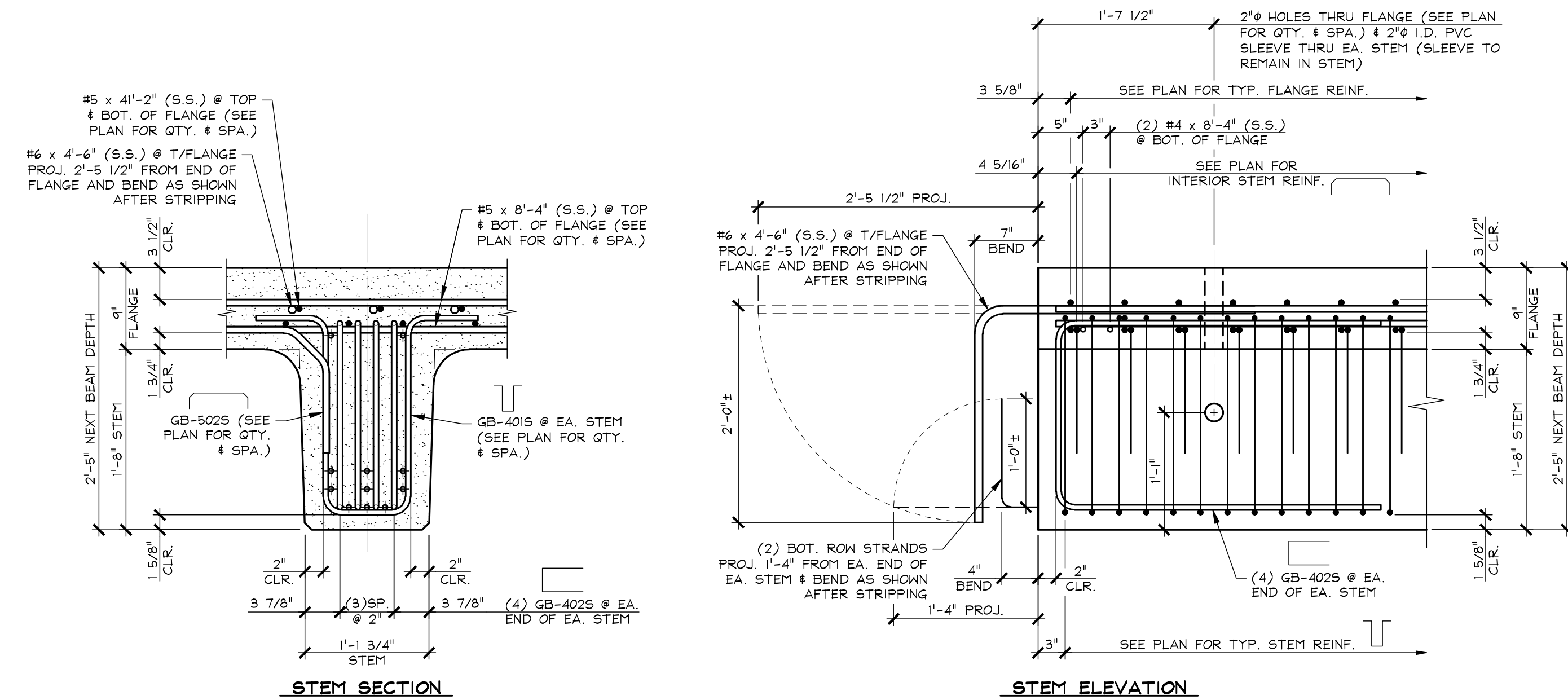
B DIMENSIONAL & REINFORCING SECTION
B2.1 AT MID-SPAN
3/4" = 1'-0"



C STEM STRAND PATTERN
B2.1
1" = 1'-0"

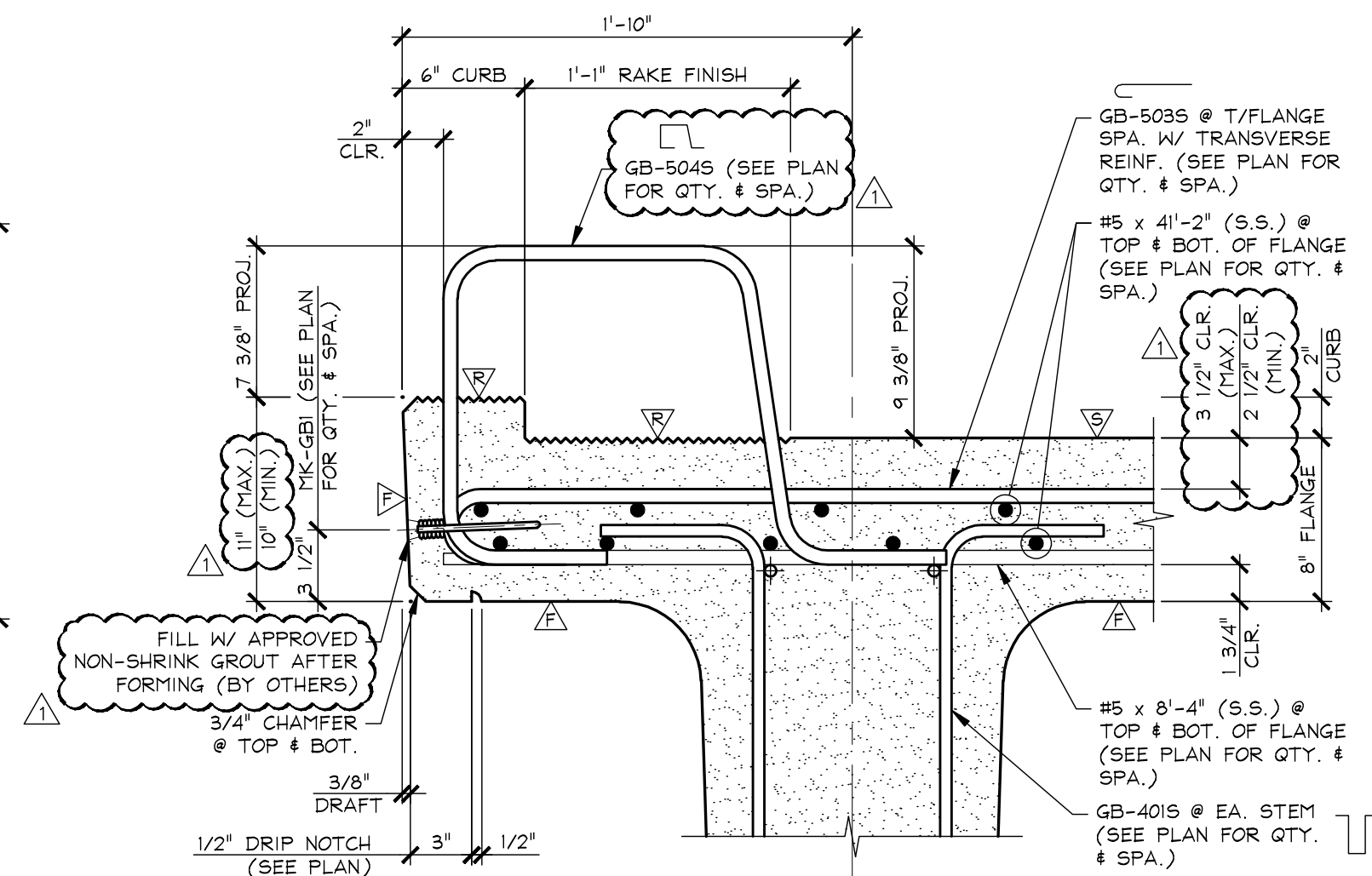
PRESTRESSING NOTATIONS

- ♦ DENOTES STRAIGHT STRANDS TO BE CUT FLUSH WITH EA. END OF EA. STEM
- ⬢ DENOTES STRAIGHT STRANDS TO BE DEBONDED 6" FROM EA. END OF EA. STEM
- ⬤ DENOTES STRAIGHT STRANDS (FULLY BONDED) PROJ. 1'-4" FROM EA. END OF EA. STEM



D BEAM SECTION AT BEAM END
B2.1
1" = 1'-0"

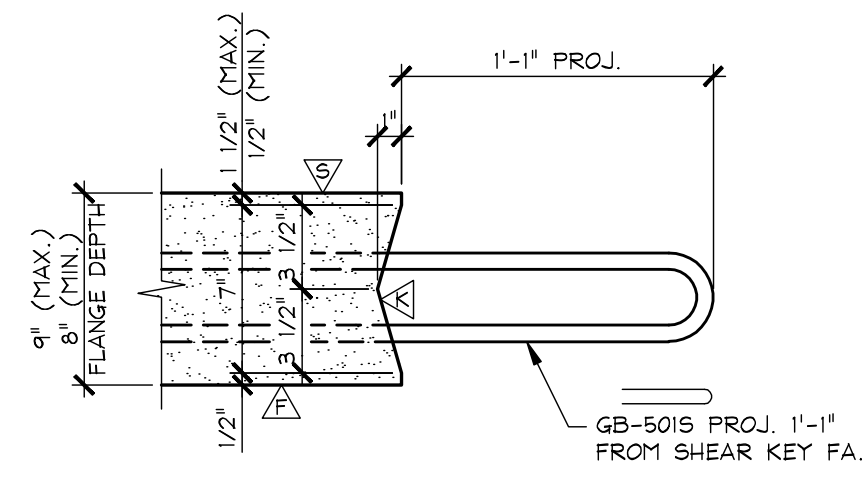
STEM ELEVATION



E CURB DETAIL
B2.1
1 1/2" = 1'-0"

DETENSIONING SCHEDULE
N.T.S.

| | | | |
|----|----|----|----|
| 1 | 4 | 3 | 2 |
| 8 | 5 | 9 | |
| 15 | 12 | 16 | |
| 17 | 21 | 20 | |
| | 10 | 6 | 7 |
| | 15 | 11 | 14 |
| | 18 | 22 | 18 |



F SHEAR KEY DETAIL
B2.1
1 1/2" = 1'-0"

✓ NO EXCEPTIONS TAKEN
❑ REJECTED
❑ MAKE CORRECTIONS NOTED
❑ REVISE & RESUBMIT
❑ SUBMIT SPECIFIED ITEM

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DATE 03/06/20 BY CHA CONSULTING, INC. Paul Lusitani

△ DENOTES FORM FINISH
△ DENOTES ROUGHENED FINISH (SEE PREFABRICATED BRIDGE UNIT GENERAL NOTE #13, SHEET "FI")
▽ DENOTES SMOOTH FLOAT FINISH
▽ DENOTES TRANSVERSE RAKE FINISH ROUGHENED TO 1/4" AMP.

△ 3-3-20 REVISED AS NOTED

APPROVAL STAMP:

J.P. CARRARA & SONS INC.
Precast & Prestress Manufacturer
2464 CASE STR., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9010

N.F. LUCE, INC.
CONTRACTOR
ANSON, MAINE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

DATE: JAN. 27, 2020

ICE HOUSE BRIDGE OVER GILMAN BROOK
RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY
BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700)

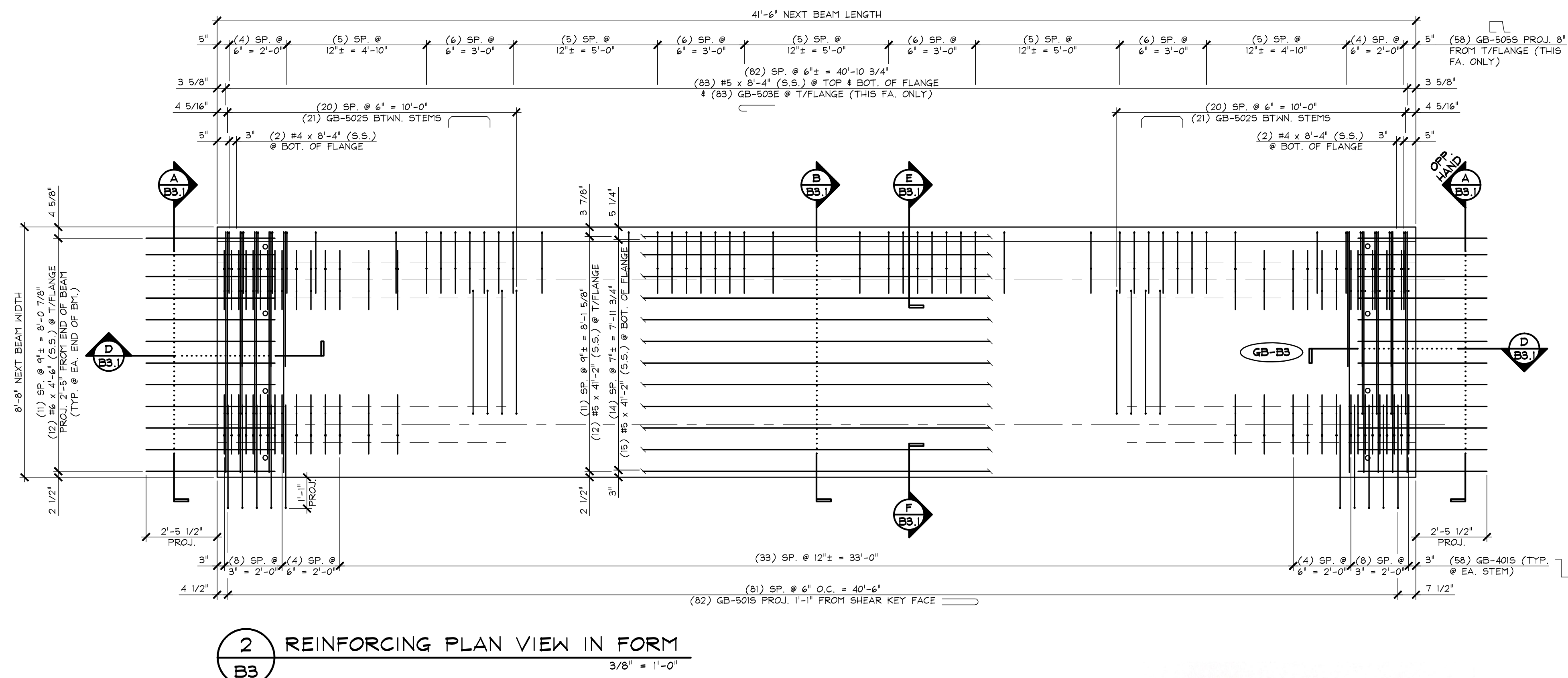
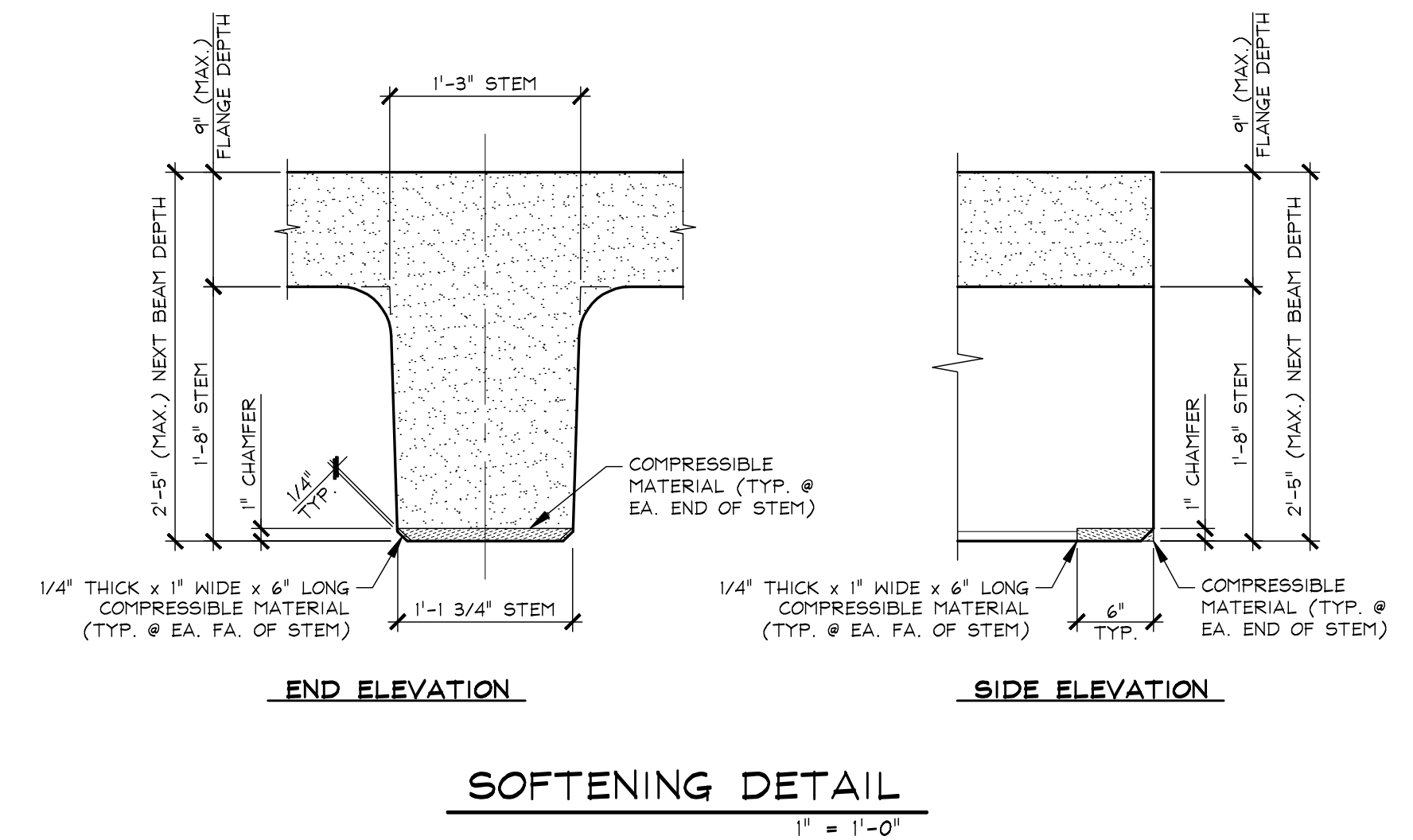
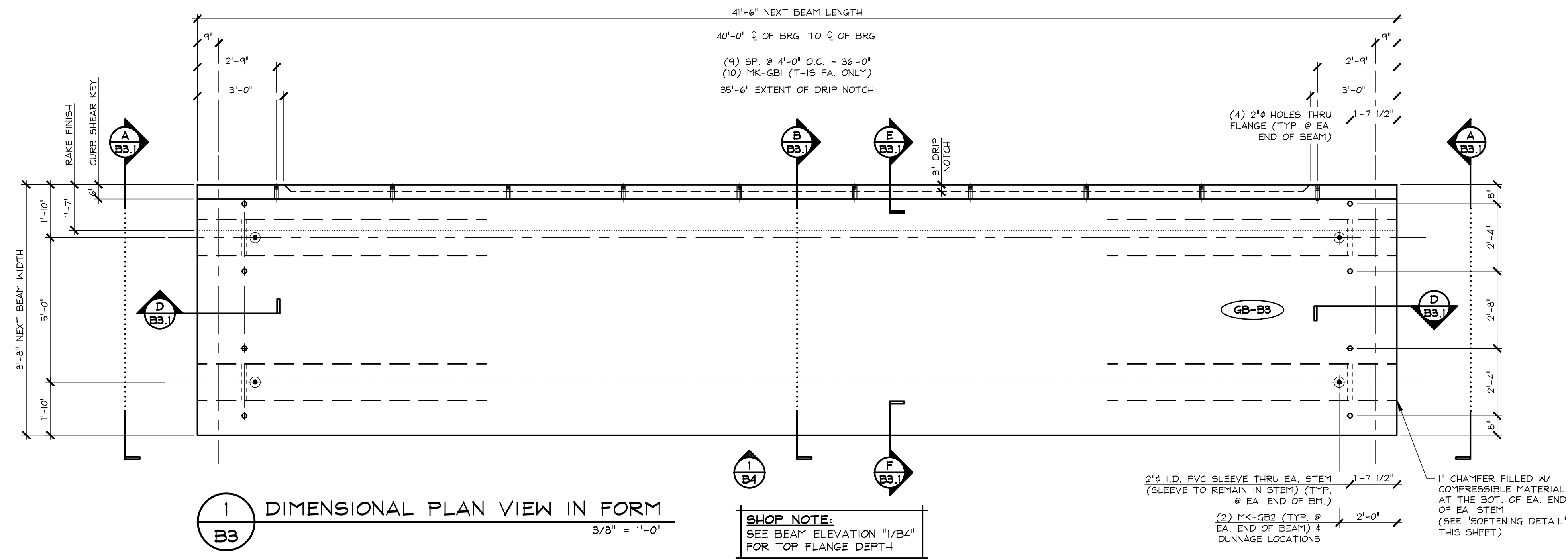
SCALE: NOTED

CHKD: A.S. DFTM: B.L.

JOB NO: 23577-020

PRESTRESSED NEXT BEAM SECTIONS

DWG. NO: B2.1



| MARK: | GB-B3 | QTY.: 1 | WT.: 30.79 T | VOL.: 15.21 | cy |
|---------------------------|---------|--|--------------|-------------|------|
| MATERIAL LIST / NEXT BEAM | | | | | |
| ITEM | MARK | DESCRIPTION | | | QTY. |
| 1 | GB-4015 | #4 BENT BAR (STAINLESS STEEL) | | | 116 |
| 2 | GB-4025 | #4 BENT BAR (STAINLESS STEEL) | | | 16 |
| 3 | | #4 x 8'-4" (STAINLESS STEEL) | | | 4 |
| 4 | | | | | |
| 5 | GB-5015 | #5 HAIRPIN (STAINLESS STEEL) | | | 82 |
| 6 | GB-5025 | #5 BENT BAR (STAINLESS STEEL) | | | 42 |
| 7 | GB-5035 | #5 BENT BAR (STAINLESS STEEL) | | | 83 |
| 8 | GB-5055 | #5 BENT BAR (STAINLESS STEEL) | | | 58 |
| 9 | | #5 x 4'-2" (STAINLESS STEEL) W/ 2'-6" STAGGERED LAP | | | 27 |
| 10 | | #5 x 8'-4" (STAINLESS STEEL) | | | 166 |
| 11 | | | | | |
| 12 | | #6 x 4'-6" (STAINLESS STEEL) | | | 24 |
| 13 | | | | | |
| 14 | MK-GB1 | DAYTON B-16 1/2"φ x 6' LONG STRAIGHT COIL LOOP INSERT (S.S.) | | | 10 |
| 15 | | DAYTON 20 TON x 19 3/4" SWIFT LIFT LIFTER (S.S.) | | | 4 |
| 16 | | 2"φ I.D. x 1'-2 1/2" PVC SLEEVE | | | 4 |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
| 20 | | | | | |

☒ NO EXCEPTIONS TAKEN ☐ MAKE CORRECTIONS NOTED
☐ REJECTED ☐ REVISE & RESUBMIT
 ☐ SUBMIT SPECIFIED ITEM

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Paul Lusitani

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N.F. LUCE, INC.
CONTRACTOR
ANSON, MAINE

STATE OF MAINE DEPARTMENT OF TRANSPORTATION

DATE: JAN. 27, 2020

SCALE: NOTED

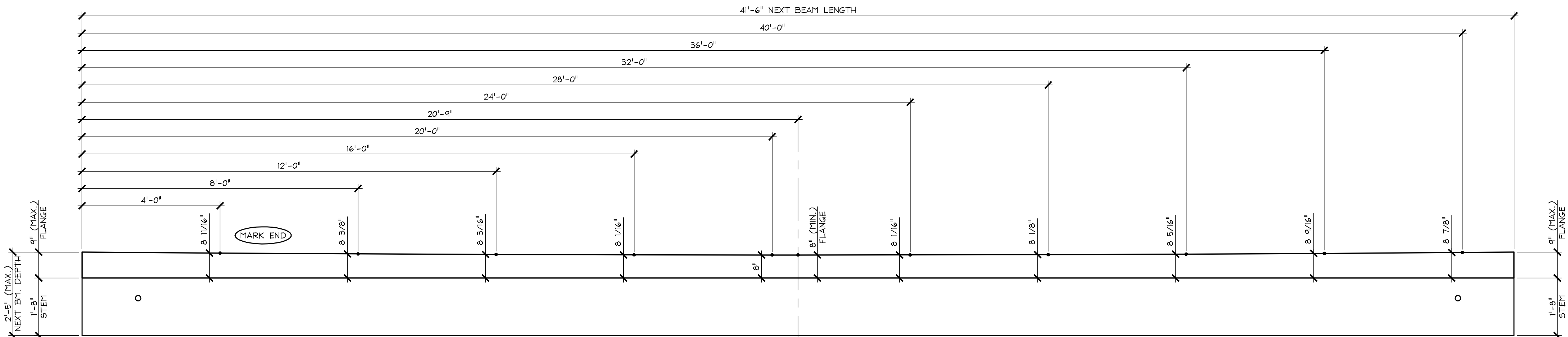
ICE HOUSE BRIDGE OVER GILMAN BROOK
RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY
BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700)

| | |
|------------|------------|
| CHKD: A.S. | DFTM: B.L. |
|------------|------------|

JOB NO: 23577-020

PRESTRESSED NEXT BEAM PLANS

DWG. NO: **B3**



1 TOP FLANGE DEPTH ELEVATION
B4
1/2" = 1'-0"

NO EXCEPTIONS TAKEN
REJECTED
MAKE CORRECTIONS NOTED
REVISE & RESUBMIT
SUBMIT SPECIFIED ITEM

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION

DATE: JAN. 27, 2020

SCALE: NOTED

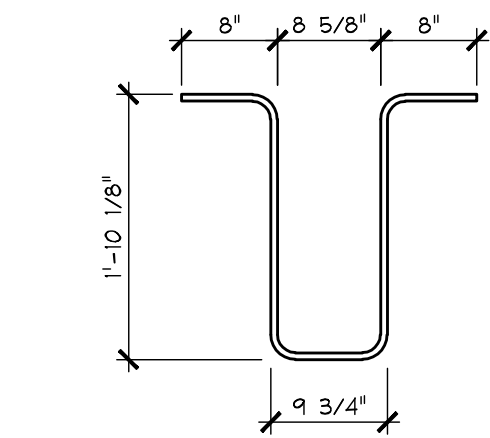
ICE HOUSE BRIDGE OVER GILMAN BROOK
RIVER ROAD/ROUTE 8/ROUTE 201A ANSON, SOMERSET COUNTY
BRIDGE NO.: 3726 PROJECT NO.: STP-2165(700)

CHKD: A.S. DFTM: B.L.

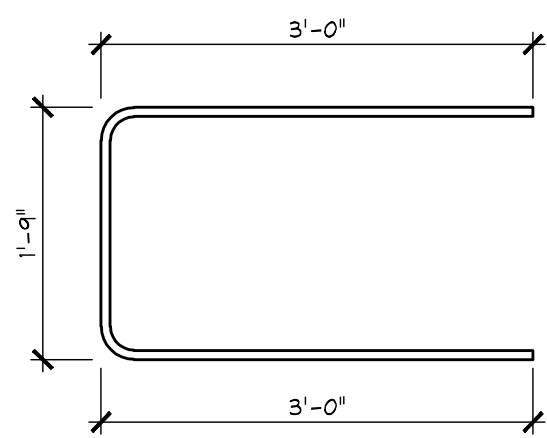
JOB NO: 23577-020

TOP FLANGE DEPTH ELEVATION

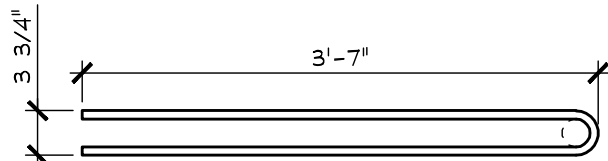
DWG. NO: B4



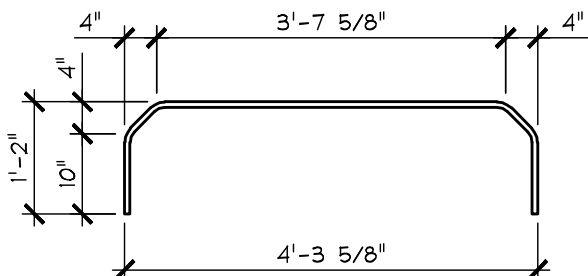
GB-401S
#4 BENT BAR
STAINLESS STEEL
USE 3/8 STD. PIN
(464) REQ'D.



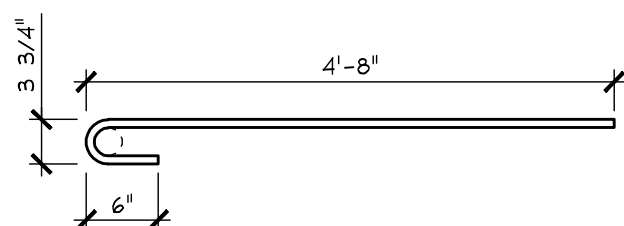
GB-402S
#4 BENT BAR
STAINLESS STEEL
USE 3/8 STD. PIN
(64) REQ'D.



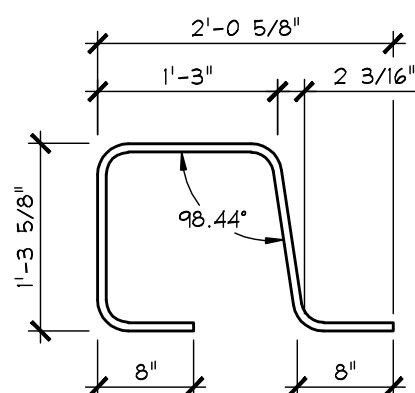
GB-501S
#5 HAIRPIN
STAINLESS STEEL
USE 2 3/8 STD. PIN
(492) REQ'D.



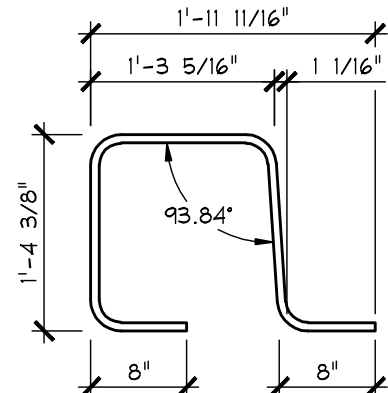
GB-502S
#5 BENT BAR
STAINLESS STEEL
USE 3/4 STD. PIN
(168) REQ'D.



GB-503S
#5 BENT BAR
STAINLESS STEEL
USE 2 3/8 STD. PIN
(166) REQ'D.



GB-504S
#5 BENT BAR
STAINLESS STEEL
USE 3/4 STD. PIN
(58) REQ'D.



GB-505S
#5 BENT BAR
STAINLESS STEEL
USE 3/4 STD. PIN
(58) REQ'D.

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Paul Lusitani

| MISCELLANEOUS MATERIALS | | | | |
|-------------------------|--------|------|---|-----------------|
| ITEM | MARK | QTY. | DESCRIPTION | REMARKS |
| 1 | MK-GB1 | 20 | DAYTON B-16 1/2"φ x 6" LONG STRAIGHT COIL LOOP INSERT | STAINLESS STEEL |
| 2 | MK-GB2 | 16 | DAYTON 20 TON x 19 3/4' SWIFT LIFT LIFTER | STAINLESS STEEL |
| 3 | | | | |
| 4 | | 16 | #4 x 8'-4" (STAINLESS STEEL) | |
| 5 | | | | |
| 6 | | 108 | #5 x 4'-2" (STAINLESS STEEL) W/ 2'-6" STAGGERED LAP | |
| 7 | | 664 | #5 x 8'-4" (STAINLESS STEEL) | |
| 8 | | | | |
| 9 | | 96 | #6 x 4'-6" (STAINLESS STEEL) | |
| 10 | | | | |
| 11 | | | | |
| 12 | | 16 | 2"φ I.D. x 1'-2 1/2" PVC SLEEVE | |
| 13 | | | | |
| 14 | | | | |
| 15 | | | | |

| | | | | |
|-------------------------------|---|----------------------------|-----------------------|--|
| APPROVAL STAMP: | J.P. CARRARA & SONS INC. | | N.F. LUCE, INC. | |
| | Precast & Prestress Manufacturer | | CONTRACTOR | |
| | 2464 CASE STR., MIDDLEBURY, VERMONT 05753 Phone:(802)388-6361 Fax:(802)388-9010 | | ANSON, MAINE | |
| | STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | DATE: JAN. 27, 2020 | |
| | ICE HOUSE BRIDGE OVER GILMAN BROOK | | SCALE: NOTED | |
| RIVER ROAD/ROUTE 8/ROUTE 201A | | ANSON, SOMERSET COUNTY | CHKD: A.S. DFTM: B.L. | |
| BRIDGE NO.: 3726 | | PROJECT NO.: STP-2165(700) | JOB NO: 23577-020 | |
| MATERIALS LIST | | DWG. NO: M1 | | |